

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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Leo Bauer Injured In Auto Accident

Teamsters of Indianapolis, South Bend and elsewhere, where he is best known, are thanking Heaven that Leo J. Bauer, President of Local 716, escaped death in an accident which completely demolished his new Ford car.



The fact that he suffered only multiple body bruises, effect of shock and possible internal injuries but no broken bones in the whirl of flying glass and parts of an automobile turning over three times, is believed a miracle.

The insurance company declares his auto a total wreck, but physicians say that President Bauer can be back in his North Street office in 30 days if he continues to improve. Sooner than that the doctors order no. Positively!

President Bauer had been in Lafayette, on business for the union at midnight, March 26-27, and was returning to Indianapolis on Road 29.

About four miles north of Augusta he came, without warning, upon a flood of water covering the road for 100 feet and six inches deep. No highway markings or lights revealed the danger spot. A semi-trailer coming from the opposite direction blinded any chance he might otherwise have had of seeing the trap.

There was a deluge of water against the windshield and the car jugged to the right onto a soft shoulder. It skidded and somersaulted over and over and ended in debris.

A kindly motorist, James Wagner of Rural Route 3, Sheridan, brought President Bauer to his home in Indianapolis. There he collapsed and a few hours later was taken to Methodist Hospital, where he remained a week, amid flowers, postal cards and other good-luck tokens from a lot of people to a swell guy.

51 Teamsters of Mayflower And Michigan City Awarded For Accident-Free Records

Beneficiary Receives Check from Local 716 Insurance



The first claim paid by the Union Labor Life Insurance Co. to a beneficiary of Teamsters Local 716, Indianapolis, was presented to Mrs. Mary E. Hurst, wife of Brother Amandus T. Hurst, who died March 18, 1948, at his home in Lawrence, Ind. On April 6 Brother Harry R. Hudson, secretary-treasurer of Local 716, presented the check in the amount of \$1,000 to Mrs. Hurst (as shown above).

The group insurance plan has been in effect for all members in good standing of Local 716 since January 1, 1948.

Mrs. Hurst made the following statement, "I deeply appreciate the efforts of the officers of Local 716 for their prompt action and courtesy in adjusting the claim."

Servies Has Top Credit

Fifty-one Teamsters of Indiana have been awarded gifts of recognition recently for their outstanding driving records.

Of these, 27 drivers are employed by the Aero Mayflower Transit Co. and are members of Teamsters Local 193, while 24 are members of Teamsters Local 298, Michigan City.

Elmer G. Servies, of Teamsters Local 193, topped the list of Mayflower drivers, with a record of 11 years without an accident.

Dale C. Smith was second in the Indianapolis group with 10 years.

Five Year Mayflower drivers:

R. C. King
Foster D. Owen
John G. Schrader
Forrest C. Kerkhoff

(Continued on page 3)

15 Excelsior Laundry Drivers Hold Out for Union Contract

Fifteen drivers of the Excelsior Laundry, 840 North New Jersey St., Indianapolis, who were fired because they joined Teamster Union No. 188 have thrown such an effective picket line around the plant that it has virtually suspended business.

Not a bundle of laundry has been brought into the laundry nor any carried away since picketing began, Monday, April 5, according to Lynville Miles, union attorney.

Fact that business representatives from the four other big Teamster locals of Indianapolis have taken active part in the picket line indicates that the 15 locked-out drivers have the full support of more than 5,000 union Teamsters in this city.

The men were fired when C. E. Davis, president of Local 188, informed the laundry management that he represented 15 of the company's 17 drivers and sought a meeting to discuss giving the drivers decent wages.

The management not only refused to recognize any bargaining agent for the 15 men but instead confirmed the fact that

(Continued on page 4)

Birdsong Elected To Service Council

EVANSVILLE—Clyde Birdsong, head of Teamsters Local 215, and president of the Building Trades Council, has been elected second vice president of the Evansville Council for Community Service for the ensuing year.

Others elected to serve with him are: Robert H. Schlundt, president; Neil V. Pierce, principal of Reitz high school, first vice president; Curtis Huber, secretary, and Dean Long, treasurer.

The council, organized for the sole purpose of rendering service to its community in whatever field there is need or opportunity, plans to carry through the proposal for a stadium-fieldhouse here. It also plans to establish a priority list for public works needed by the city, including street repair, needed school buildings and additions, and smoke abatement.

Sawochka Wins NLRB Elections And Long Curtiss Candy Dispute

GARY—The 100-week dispute between the Curtiss Candy Co. and Teamsters Local 142 has been settled.

Each of the eight members involved, former Curtiss candy drivers, will receive \$500 in retroactive back pay, a total of \$4,000.

"Since everything has been settled satisfactorily," said Michael Sawochka, business representative of Teamsters 142, "we are interested in seeing the Curtiss Candy Co. return to Lake County and start operations again."

The National Labor Relations Board has approved the settlement of the 100-week strike, and the complaint of the Teamsters 142 against the candy company has been dismissed.

Under the provision that if the company re-establishes its Gary plant within one year, the company agreed to reinstate the former employees on their old routes or equivalent territories without discrimination or loss of seniority; also to bargain with the union as representatives of the men, and further recognizes the rights of company employees, to the extent provided for in the Labor Management Relations act of 1947, to form labor organizations, to join voluntarily any union of their choice, and to bargain collectively.

Members of the union who will

(Continued on page 3)

GARY—Second victory for the AFL-Automotive Specialty Employees, Local 242, was chalked up when mechanics at the Owens Auto Supply Co., Inc., 430 W. Fifth Ave., voted 100% for the union.

The NLRB election was conducted by David M. Krichiver, field examiner.

Another election, for union authorization, will be conducted shortly, as required under the Taft-Hartley law. This election was for representation.

Michael Sawochka, union general organizer, said he has already asked Mrs. C. H. Smith, owner of Owens, to enter into immediate negotiations on a contract.

Previously, a 65-day picket line had existed at the Owens company. Two picket lines are still maintained—at the Gary Motor Sales, 1065 Broadway, Ford dealer, and at Burlington Motor Sales, 665 Washington St., Nash dealer.

Gary Auto Dealers Assn. for months presented a united front against employees gaining union representation. The association has used delaying tactics over a long period.

First dent in the solid front presented by the association was gained last week when the Automotive Specialty Employees, Local 242, won an NLRB election for un-

(Continued on page 3)

Drivers Council Gets IBT Charter

Walter E. Biggs reported to the last meeting of the Indiana State Drivers Council that the General Executive board of the International Brotherhood of Teamsters had voted in Miami, Florida, to grant the Council a charter, upon receipt of formal application.

Mr. Biggs, president of Teamsters Local 364, South Bend, had attended the conference in Florida as delegate from the Central States Drivers Council.

His report was followed by a vote of the State Council to make formal application for the charter.

The subject also is mentioned in President Tobin's summation of the Florida meeting, in the April *International Teamster*.

Lloyd Rhoads Files as Demo Candidate

EVANSVILLE—Lloyd Rhoads, secretary-treasurer of Taxicab Drivers Local 11 and first vice-president of the Central Labor Union here, has filed for State Representative on the Democratic ticket.

He promises to help repeal some obnoxious legislation, including that cigarette tax, so don't forget him, you down in Vanderburgh County, on May 4th.

PRIMARY ELECTION MAY 4

Vote to Nominate Any Candidates You Believe Can Defeat Your Enemies

STEVEN TOTH News Aplenty at 520

Our sympathy is extended to the families of Charles Ethington and Mike Svetlich. Both members passed away recently.

★
Things I never knew till now, that:
242 coal mines in Illinois have no railroad connections—ship exclusively by truck.
85 per cent of the fluid milk,
80 per cent of the live poultry,
63 per cent of the fresh eggs,
62 per cent of the butter,
51 per cent of the livestock,
33 per cent of the cheese,
25 per cent of the dressed poultry
Are shipped into Chicago by trucks.
Steel from Chicago warehouses is distributed 97 per cent by truck.
In Illinois alone, there are 1,181 communities depending entirely on truck transportation.

★
So advise your representatives in the State House that the trucking industry is here to stay, and they in turn should consider the importance of this industry when appropriating funds for building and maintaining our highways and by-ways.

★
Our bowling team claims they can beat any teamster bowling team in the state. They are not too hot as bowlers but, after bowling, they are champions at eating and drinking. "Ten pin" Shellabarger is captain, while Walter Kubisz, Robt. Smith, Rellen Kottka and H. Forger-son and Mike Branik, the two 250 lbs. babies, alternate as anchor man. The cheering section is comprised of Geo. Adams, who always hangs a red lantern on the head pin, so that the bowlers know which way to throw the ball.

Big ED and Little PAUL Look-See with 233

Local 233 joins Brother Herb Love in extending their thanks to brother members who came to the assistance of his injured daughter by donating blood, so that she might have a chance to recover from her terrible burns.

★
The following members, all fellow employees of Brother Love at the Holbrook and Zink Co., donated blood: Ervin Zink, Jr., James Miller and Kenneth Nusbaum. Mr. Holbrook and Mr. Zink, owners of the company, made donations. Brothers Ray Friestuhler and George Acton of Local 135, also contributed.

★
We urgently need seven more contributions for this young lady, Carol Ann Love, as hospital rules require Brother Love to replace all blood used from the blood bank, at a ratio of two to one.

★
At last report Carol Ann was still in a serious condition. If you are willing to donate, please contact the union office, Riley 8352 or the General Hospital direct.

★
The brothers employed at the Prestel Transfer and Storage Co., reached an agreement with the management, providing for a raise in wages, along with paid holidays and other fringes. The local officers wish to thank Robert Odom and Bud Hastings, committeemen, for their help in negotiating this agreement.

★
Brother Evans! What were they calling you the other day at H. J. Heinz? Shame on you—twice in the same spot!

★
Brother William Huckaby, of Hilgemeier Frosted Foods, Inc., has been promoted to salesman. Good luck, Bill!

★
Jaggers Wholesale Grocery Co., has a new steward in the person of Frank Sawyer, who we think will do a good job.

★
Brother Frank McConville, of Red Dot Foods, is on the injured list, and we wish him a speedy recovery!

★
Hey, Jake! Your old pal, Pawnshop Joe, is back at Strohm Warehouse. How about getting together at the Wind Up?

★
Remember Lawrence Johnson! Did this paper come to the right address?

★
If we could only get the new lady members, who are employed at Ray and Mascari, to come to our regular meetings we'll bet our attendance records would raise—but fast. Whoo! Whoo!!

★
Brother Ellis Holmes, of Sam Rose Co., is ill and unable to work. Get well, Ellis!

★
Brother Raymond Allen, of the Glidden Co., has had some tough luck. During the week end of March 20 his home was gutted by fire, destroying his household goods and his family's clothing. Having no insurance to cover the loss, Bro. Allen has a tough problem. The officers of Local 233 are asking all members to reach down in the old sock and help Bro. Allen. Contact your steward or the local office, 28 West North St. (Riley 8352) to make a donation. Let's all help Bro. Allen in his hour of need.

★
Sorry to hear that Bob Bauer, of Glidden's, hurt himself in a fall at the company's Indianapolis plant. Get well, Bob!

★
U. A. elections held by the NLRB during the last month at Stokely Foods, H. J. Heinz Co., Wadley Co., Stadler Packing Co. and Bessire Co., clearly show that working people are not fooled by the propaganda being issued by Mr. Taft.

★
IN EVERY CASE MENTIONED ABOVE THE MEMBERS VOTED TO KEEP THEIR UNION AUTHORITY.

INDIANA SECOND OF ALL STATES IN ROAD DEATHS

Col. Robert Rossow, State Police superintendent, has just made a report stating that the big increase in Indiana's 1947 highway death toll is the second highest in the United States.

Traffic victims died at the rate of more than one every eight hours and reportable accidents occurred on an average of one every 7½ minutes, he said.

The fatality rate, which jumped from 995 in 1946 to 1,109, an increase of 11.4 per cent, was second only to Nebraska, where a 23 per cent increase was recorded.

"This is nothing short of murder," Rossow asserted. "I question whether many of these tragedies should be chalked up as accidental."

Altogether, 22,500 persons were injured in 69,000 auto crashes. These resulted in a total property loss of \$49,905,000. Moreover, the average of reportable accidents dropped sharply because of a change in the law.

Reports were required only on accidents involving \$50 damage instead of \$25, as was formerly the case.

Rural highways were the scene of two out of every three deaths and two out of seven accidents.

Col. Rossow cited these factors as indicating heavier traffic tolls in the future:

1. A general apathy toward safe driving.
2. Increased traffic flow (traffic volume in December, 1947, was 7 per cent greater than in the same period the preceding year and 4 per cent higher than in the peak year of 1941.)
3. Motor vehicle registrations and operators' permits at the respective all-time highs of 1,325,000 and 1,800,000.
4. A prediction by the automotive industry that 1948 production will top all previous years.
5. Lack of facilities to cope effectively with the problem.
6. A 10.3 per cent increase in rural population in areas adjacent to urban centers.

A total of 759 persons were killed in 651 rural accidents, while 350 others died in 322 urban crashes.

In comparison with 1946 fatalities, auto-train accidents, which accounted for 149 victims, showed the greatest increase of any type of mishap.

Evansville, with a traffic death increase of 130 per cent, fared the worst of any of the state's metropolitan districts.

Mayflower Drivers Discover All Is Not Gold That Fritters

By SWEDE CARLBOM

One day Raymond Wynn, "Windy," and I loaded a two-van shipment of household goods at New Rochelle, N. Y., for Portland, Ore. The cross-country trip was pleasant—all laughs and sunshine, coffeas and bum jokes. No breakdown, no mishap.

Finally nearing our destination, winding along the Columbia River, over highway 30, we came upon a line of cars blocked by a mountain slide. It would take 24 hours to clear the road and with more cars lined in behind us we could not turn back.

So late that afternoon we decided to find a farm-house and try to buy some food. Taking off down the highway, we followed a rutty wagon road through the mountains.

After a half-mile we came upon an old farmhouse. We were met at the door by a charming old lady, with lively eyes and pleasing smile. When we asked for food, her face lit up and she demanded, "Do you boys like potato pancakes?"

We followed her back to the kitchen and she found places for us at a table. Then she turned to an old iron stove, upon which was a square griddle, and began pouring batter on this. Soon she heaped stacks of large, hot potato fritters on our plates. We ate ravenously at first. No sooner had we finished one stack when a second one appeared on our plates. Then a third helping. When she presented the fourth stack we were feeling a bit stuffed, but she insisted we have still more.

Now stuffed and bleary-eyed with such feasting we could just sit there in silence.

Windy, usually talkative, sat like a stone Buddha, looking cross-eyed into space.

Our aged hostess sat down in an old rocking chair, eyed us over the top of her glasses and said:

"Well, boys, it is right nice to have someone to talk to in this lonesome home."

And it took little coaxing on our part to bring out her strange story.

"I was born in this house 74 years ago," she told us. "My papy and mammy came to this part of Oregon from Tennessee and took up our homestead on this place. I was their only child and they named me Clemontine. The early pioneers here did not go in much for farming. Most of them went out in the hills prospecting for gold. Many found gold. Others did not. Papy, mammy and I did not do much prospecting, but as the years went by we managed to gather two trunks of nuggets."

"After papy and mammy passed away I went on frequent trips myself. On one of these I met a prospector whom I later married. He left me. I met and married another, who also left me. In fact, I've met and married seven prospectors."

They have all taken off, leaving me behind. The last one left 25 years ago. On leaving me and this peaceful little cottage, to take up the struggle in the cold, cruel outside, every one of my seven husbands carried away a suitcase filled with nuggets, which I gave them so I could be sure no want would befall them away from me."

She continued:

"In the room above us, in the attic, I keep two trunks full of nuggets. I am now up in age; soon I shall pass from this earth to some better place—I hope."

"I shall have little use for my trunks of nuggets, so in the morning I'll let you boys have as many of them as you can carry. I know you will use them to some good."

Now, on our way back to our trucks we walked on silvery clouds. We were rich! We began spending our fortune. We would buy the Mayflower Transit Co. so we could fire some of those guys at the home terminal we didn't like. But the ones we kept would still give us headaches, so we decided against that.

Windy was for buying his home town, Danville, Ind., and declare himself mayor, so he could sit on the porch with a big cigar and read the Gazette. He also thought of buying Bloomington, Ind., and be mayor there, so he could throw his pals, the two Johnnies, Michel and Henkel, in jail.

At seven next a.m. we called again on Clemontine and this time we had our foot lockers, all empty and ready to be filled with the gift nuggets of gold.

Our dream of ham and eggs for breakfast vanished when we beheld Clemontine at the griddle, making potato fritters. Again the unending marathon—one stack, two stacks, three stacks. Windy was gasping for air. I couldn't laugh or I'd burst.

Now it was only right and courteous, of course, that we should suggest that, before opening the trunks to partake of the gift nuggets, we do any chores about the premises that needed a man's hand.

We fixed the fence, hung on the gate, patched the chicken coop and shingled the privy. Windy said it was a waste to use nice, new shingles on the privy when Clemontine had enough potato pancakes to shingle it both outside and in.

At noon we had finished and were called in for lunch, consisting of—guess what? More potato pancakes.

It now came time to bring down the trunks. They were indeed heavy, but after much labor we managed to drag them into the kitchen. Both were strapped and heavily padlocked. The old lady got a key from inside an old clock, while we negotiated the buckles and waited for the ceremony of turning the rusted locks.

Before lifting the covers, Clemontine looked at both of us with a strange, peculiar look in her eyes. Now was the hour. Our hearts fluttered. Our fortune was to be unfolded to us. We were to behold the gold that would make Windy the mayor of Danville and/or Bloomington and that would provide me with a gold-plated furniture van, with platinum steering wheel.

Lo and behold! The nuggets. They were potato pancakes—layer upon layer of potato pancakes.

I was the first to break the silence. "Nuggets? Where are the nuggets?"

"Well," said Clemontine, "that's what papy called them. 'Clemontine,' he said, 'if ever you should marry, see that your husband is always full of potato pancakes and you and your family will never come to want. They are worth their weight in gold because they will stay with you for a long time. They are better than gold nuggets.'"

P. S. The potato pancakes proved to be worth their weight in gold, all right. They stayed with us for over a week. We saved money by just adding a cup of coffee to them at meal times.

Where Do You Stand?

How do you regard the Taft-Hartley Act?

Are you for it or against it?

Recently, Senator Robert A. Taft and other supporters of this legislation have been making speeches trying to make the public believe that the Taft-Hartley Act is opposed only by labor leaders and that the rank and file of labor union members are really in favor of it.

We think the public ought to know the truth.

That is why we are conducting this nation-wide poll.

This is an entirely secret ballot. We want you to express your honest opinion with perfect freedom. All you have to do is to place a check in the box beside either of the two questions below and mail the clipping to Poll Department, American Federation of Labor, Washington, D. C.

I am for the Taft-Hartley Act ☐

I am against the Taft-Hartley Act ☐

Please mark your ballot above and mail to Poll Department, American Federation of Labor, Washington, D. C.

Brother John Henry, of Indianapolis Warehouse, didn't run into a buzz saw. He only fell down two flights of stairs at home. This came at a bad time as his wife is still hospitalized from being struck by a taxicab. Bro. Henry's bad luck seems to come in bunches.

★
Officers and members, of Local 233, learn with regret of the recent death of Brother Albert Emmons, of the Indiana Terminal and Refrigeration Co.

Charles Fink of Local 135 Is Named Driver of Month

The rescue of a U. S. Air Force officer from a flaming automobile in which he had been pinned when it skidded on ice and upset in a ditch wins for Charles Fink of Foster Freight Lines, Inc., member of Teamsters Local 435, the title of Indiana Driver of the Month for March.



—Fifth Wheel Photo.

Early in the morning of March 3, as Mr. Fink was en route from Chicago to Indianapolis, he saw a car that had just turned over in a ditch and was afire about seven miles southwest of Lafayette. He immediately stopped his truck, took the fire extinguisher therefrom and put out the fire around one of the front doors of the overturned car so that he could approach it. He then kicked the windows out and freed the lone occupant, Major Paul N. Wentz, who had been pinned in the car when it upset. Less than 60 seconds after the rescue the gasoline tank exploded and the entire car was consumed in flames. Major Wentz suffered only slight bruises. Driver Fink courteously drove him back to his home base at Stout Field, Indianapolis, where he is an operations and training officer.

Because of Mr. Fink's action, he was nominated for Indiana Driver of the Month by A. F. Prince, personnel manager and safety director for Foster Freight Lines, with home offices at Indianapolis.

The honored driver lives at

3447 Boulevard Place, Indianapolis, and was himself a member of the United States Army from 1942 to 1945.

IMIA Explains Driver Selection

The Indiana Motor Truck Assn. explains its selection of the "Driver of the Month" as follows:

The national courtesy and safety campaign of ATA calls for the selection of a Driver of the Month each month in each state, followed at the end of the year by selection of a national Driver of the Year. Selections in either instance are based on these points, listed in the order of their importance:

1. Outstanding deed of heroism in saving of life on the highway.
2. Outstanding acts of courtesy on the highway.
3. Outstanding contribution to highway safety.
4. Long record for courteous and safe driving.

In addition, the driver should have an accident-free record for 12 months prior to date of award.

Anyone, including police, officials, newspapers, etc., may nominate drivers for the "Driver of the Month" honor. The state trucking association will provide nomination blanks.

Last year the contest gained a lot of good will and cooperation. One of Indiana's drivers received national recognition. In most instances news writers and commentators cooperated wholeheartedly in giving recognition to the honored drivers.

The operators of the trucking industry have here a sure path to the heart of the public if they and their drivers will give full cooperation to the program. Perhaps you have a driver who can qualify under one of the points listed. You may have a driver whose deed measures up to that of Charlie Fink. If so, notify the state association immediately.



—Fifth Wheel Photo.

Odell Lackey, who was named driver of the month of February for Indiana by the Indiana Motor Truck Assn., as reported in our previous issue, will be considered by the association in selecting a driver of the year. He is one of Pat Mahoney's boys in Local 369, Muncie.

Curtiss Dispute Won by Local 142

(Continued from page 1) receive the back pay are Steve Martakis, Daniel Orlich, Ed Rouan, Walter Oest, Al Sharkey, Harry Vanderlinden, Matthew Ensallaco and Edward A. Danielson.

According to testimony at the NLRB hearings, the dispute began March 12, 1946, when the Curtiss drivers joined the Teamsters union after cuts in commission, and were subsequently informed they would be discharged March 16. Later, it was said, the Curtiss company closed up its Gary warehouse after the drivers were laid off.

Sawochka and other union officials expressed a willingness to work again with the Curtiss Candy Co., under terms of the settlement agreement, and issued a cordial welcome for the candy company to re-open its Gary warehouse.

Gary Local Wins 2 NLRB Elections

(Continued from page 1) ion representation at Ford Fifth Avenue, Inc., 921 W. Fifth Ave.

The employees at Ford Fifth Ave. voted 100 per cent for the union. Second straight victory occurred at the Owens Auto Supply Co.

"Petitions for other elections will be filed," said Sawochka. "We feel sure we will win the other elections. We hope and believe that mechanics employed in other garages will support the union as well as the employees of Owens and Ford Fifth Ave."

"We want to work in harmony with the companies, and we feel sure that everyone will benefit when peaceful cooperation exists."

"The results of the election at the first two companies show that the employees are 100 per cent on our side. We have a duty to them and we will fulfill it to the utmost of our ability."

FORT WAYNE—An oil transport truck caught fire after overturning on Indiana 3 southwest of here and the driver, Arthur L. Dawes, 25 years old, Upland, was burned critically.

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Vol. VII No. 7

Elmer Servies Tops List With 11 Years Safe Driving

(Continued from page 1)

Four Year Mayflower drivers:
Kenneth L. Kerr
Hurschel Wethington

Three Year Mayflower drivers:
John W. Henery
Clair M. Brokaw
Everett C. Murray



ELMER G. SERVIES

Two Year Mayflower drivers:
John Harris
Robert Henson

One Year Mayflower drivers:
William H. Combs
George E. Grant
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Abbott J. Howard
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James H. Runyon
Wesley G. Gordon
Anthony M. Grabner
Howard E. Hyman
Ernest L. Lignitz
James B. Rusk
Paul W. Werkhoff

LOCAL 298 DRIVERS
The 24 members of Local 298, headed by E. C. Wilkes, each received an automatic pencil set at the annual safety council fleet award meeting in Labor Temple, Michigan City.

The speaker at the meeting was Sgt. Russell Prior, state police safety instructor.

The first place awards went to six firms in each of six mileage divisions whose driver had piled up the most mileage without accidents.

The winning firms and their drivers:

Passenger car division: Northwestern Transit Co.—F. Hughes, H. Schlunz, Wilbur Johnson, Chester Glasgow and B. Toeschl.

Under 1,000-mile division: Delaney Furniture Co.—W. Hanyzowski.

From 1,000 to 2,000 miles: Modern Equipment Co.—George Collins.

From 2,000 to 5,000 miles: Star Laundry—Carl Morse, Leo Sava and Francis Morse.

From 5,000 to 15,000 miles: LaPorte County Beverage Co.—Bill Siede, John Wozniak, Matthew Siegmund, Walter Sobocki, Jr., Harold Cassaway, George New and Leo Lambert.

Over 50,000 miles: Brown Trucking Co. — Jerome Loniewski, D. Farmer, Charles Hurley, C. Carow, C. Noll, Bert Lightcap and Leo DeWolfe.

Much Michigan City, LaPorte Bread Is OK

MICHIGAN CITY—In advising members not to buy Timba's non-union bread made in LaPorte, an article published in last month's Indiana Teamster gave the erroneous impression that only two brands of bread sold in the Michigan City-LaPorte district are union-made and union-delivered.

Truth is, there are a number of good union-made and union-delivered brands of bread in this territory, all deserving patronage of union members.

HARRY HUDSON

Heard and Seen at 716

Our Local Union 716 has produced some facts to shame the Taft-Hartley liars by winning UNANIMOUSLY two union clause elections. Contradicting the misstatements that working people do not want union shop conditions of employment, 45 members at two Indianapolis plants of the American Aggregates Co. and 14 members at the local branch of the General Electric Co. have balloted in favor of the union shop. The elections were conducted by the NLRB—at great loss of time and inconvenience to all concerned, which is the only purpose of the law.

We have signed a new contract with the Fred Hawk Trucking Co., with a nice increase for the drivers.

Also we have a new contract with the Frank Nard Trucking Co., satisfying to those concerned.

Officers and members of Local 716 extend a welcome to employees of the F. H. Langsenkamp Co., who recently joined our organization.

Brother "Mickey" Stanton who recently underwent an operation wants to thank the officers and members of Local 716 for the beautiful flowers sent to him at the hospital. He is doing well and expects to be out and about in another two weeks.

We are still in negotiations with the Polar Ice Co., for a new agreement.

We have reopened our agreement with the Indianapolis Paint and Color Co., affecting wages only, as of June 1, next.

Attention members at American Aggregates Co., south plant—Brother Sanford Humphries has been elected your steward. We urge you to give him full cooperation.

Remember your meeting nights! Individual Owner-Operators, first Wednesday of each month. General meeting for all crafts, last Friday of each month.

SPECIAL—All members are urged to attend the General Meeting April 30, at 8 p. m. Robert D. Malarney, attorney for Local 716 will speak on the Taft-Hartley Slave Labor Law. All members of this local are assured of an interesting discussion, so plan to attend!

D. E. MAHONEY

On the Line with 369

Mr. and Mrs. Verl Woodring of Marion are very happy to have their three-month-old son home from the hospital in Chicago, where he was flown to and treated for plural pneumonia a short time ago. The baby is doing all right now. His father, Brother Verl Woodring, works on the dock at the Commercial Motor Freight in Marion and is also a student at the Marion College.

You drivers in Marion should remember the drivers at the Deer Creek Dairy. If you aren't already using Deer Creek milk, remember, those drivers out there belong to 369 and are working on a commission.

Brother George Marshall who used to belong to 369 and is now a member of 759, suffered a heart attack several days ago in Chicago and had to be brought home by a relief driver. After a few days' treatment in the Kokomo hospital, he is now staying at the home of his daughter in Marion and is out and around. He is hoping to be back to work before long.

We have the contract signed for the Coca-Cola drivers in Anderson. Also, we have the majority of the sales-drivers signed up in Muncie and hope to get this settled in the near future.

Our sympathy goes to the family of William T. Vorhees, whose five-month-old baby daughter died, March 9, of pneumonia. Bill drives for Tarbet Trucking in Muncie.

Also, our sympathy goes to the family of William Russell of the Omar Bakery, whose infant son died March 19.

Our next regular meeting will be held Sunday, April 11, at 10 a. m., 2nd floor, City Building, Muncie. Be sure and attend!

O. B. CHAMBERS In Kokomo, Indiana

The general meeting of Local Union No. 759 is held at 8 p.m. the first Saturday of the month, at the Labor Temple, 512 East Sycamore St., Kokomo.

The contract covering General Tire and Rubber Co. has been settled. With an increase for the people and six paid holidays, with retroactive pay back to November 9. Local Union No. 759 wishes at this time to extend its thanks for the cooperation of the committee, which consisted of Walter McNown, Howard Cooper and Dale Coombs. This contract was settled after some prolonged negotiations and with the help and service of the Federal Mediator.

The Armour contract is open and expires May 1. The committee has been appointed, and one meeting has been held with the management. The committee consists of: Byron Zimmerman, William Billman, Wilbur Craig and Georgia Liming. The 30-day notice has been served in accordance with the Taft-Hartley Act with the different Departments of Labor covering this contract.

Local Union 759 has petitioned for a union shop election covering General Tire & Rubber Co. at Wabash and Logansport and has also filed for union shop election at Rochester.

Local Union 759 is also in negotiations with the Kokomo Concrete Corp. for a contract covering the people in their plant. This company had the misfortune of having its plant wrecked during the tornado. It plans to rebuild.

This union has also signed a contract covering the Coady Junk Yard, which calls for time and one-half after 8-hour day and 40-hour week.

Walter Spidel, city driver, of the Shell American Co. has been awarded a five-year safety award for safe driving.

We are sorry to report that Don Sweeney is still in the Methodist Hospital, Indianapolis, but it is thought he soon will be back on the job.

Remember, when buying bread ask for Colonial, Ward and Omar. Dietzens bread is the only bread in this jurisdiction that is not made and delivered by Union people. All members should be guided accordingly.

The Political Education Committee covering the fifth District is very active. We are insisting that all our members and their families vote for the candidates who are favorable to organized labor. Remember to elect your friends and defeat your enemies!

The Central Transit Mix Co. in Kokomo is now a party and signer of the contract covering Ready Mix Concrete Operators. They also have a new manager, Harry Fawcett, who is well known by many in this district.

Local 193 Reporting

The Earl W. Hawkins Moving and Storage Co., of 808 Virginia Ave., has signed its first agreement with Local 193, to operate under conditions of the City Moving contract. Welcome to the union, boys!

Our City Furniture contract has been negotiated and consummated, to the satisfaction of all concerned, including 300 employee-members of this local.

Pay increases and improved working conditions have been obtained for members employed by Brinks Armored Car, Inc., and Merchants Armored Car, Inc., in a new contract just signed.

Samson Paper Co., has signed a new agreement with Local 193, giving the members increased wages and improved working conditions.

Contracts also have been signed with Perkins and Columbia Terminal, Inc.

Note to all Mayflower drivers: The following men have been elected as committeemen and shop stewards to represent Mayflower drivers: Don Mundy and Foster Owens, three years; Ted Gard and John Hinkle, two years; Gerald Beaver and Bruce Baker, one year.

Excelsior Laundry Drivers Strike

(Continued from page 1)
they had signed applications for union membership and then summarily fired the entire group.

Davis and the men he represents claim their demands are not unreasonable.

Indianapolis laundries have raised their prices three times, with no improvement in serv-

ice and still try to get away with cheap, underpaid labor, according to the pickets.

GARY TEAMSTER KILLED

GARY—W. B. Hise, Gary truck driver, was killed when a Wabash freight train hit his steel-jaden trailer-truck in a heavy fog near Mitchell, Ill. He had stopped to let another train pass.

Wilkes Explains Political Set-up

MICHIGAN CITY—Pete Wilkes, head of Teamsters Local 298 and co-chairman of the AFL Political league in the Third congressional district, has announced his plans for union participation in the coming election.

The five Central Labor unions in the district—South Bend, Elkhart, LaPorte, Goshen and Michigan City—will each select a five-man board to serve under the co-chairmen.

Under the CLU board in each city will be five-man boards from each local union.

Wilkes spoke before the Goshen CLU, explained the need of the political league, and helped set up a CLU committee.

A wire-recording of Wilkes' speech was made and was used to re-broadcast his words at the meetings of locals. LaMar Edsall, president of the Goshen CLU, was chosen as chairman of the CLU board.

Wilkes spoke on the viciousness of the Taft-Hartley law, and explained how unions can be broken up with it and wages lowered after election. He said it was a "must" to get in new congressmen to destroy the act.

Taxi Drivers 11 Support League

EVANSVILLE—Taxi Cab Drivers Local No. 11 is the first union affiliated with the CLU in Evansville to pledge complete support for the recently organized A. F. of L. League for Political Education.

The union's action was taken at meetings Monday. Members voluntarily contributed a dollar or more each to finance the League's program, of which half is to be kept here to assist in the Eighth Congressional District in which Evansville is situated.

Chester Smallwood, representing the Indiana State Federation of Labor, recently appointed John G. Soule, president; John L. Rohlf, financial secretary; Clarence Woods, treasurer, and Fred Wentzel, recording secretary of the CLU on the League's finance committee for this district.

Thru the Door of 144

The regular meeting of Local Union No. 144 is held the second Thursday of each month at 7:30 p.m. at the Teamsters' office, 213 1/2 South Third St., Terre Haute.

Brother Fred Davis of Merchants Freight System is back on the job after an 18-month absence, due to a leg injury, suffered at the Indianapolis terminal. Congratulations, Fred! Glad to see you back.

Negotiations for a new agreement are now in progress for the mechanics at International Harvester Co.

Our deepest sympathy to the family of Wm. "Buzz" Christman of Acme Coal & Lime Co., who died March 10, after several weeks' illness.

Our contract with the Material Supply yards is settled on the basis of \$1.25 per hour, with paid vacations.

Brother Cliff Stephens is in the shop for an appendectomy.

Brother Hubert Cotton of Merchants Freight System is in Union Hospital, suffering from injuries received in a motorcycle accident. Hope to see you out of there soon, Hubert!

Brother Ray Burk of Bordens Dairy Co. is back on the job after five weeks of sickness. Glad to see you back, Ray!

Just a Reminder: The Hulman & Co. employees regular meeting is held the third Wednesday of each month at 7:30 p.m. at the Teamsters' office, 213 1/2 South Third St., Terre Haute.

Why Indianapolis People Fear To Ride in Non-Union Taxicabs

More about the non-union taxicab system in Indianapolis—From the Star, March 22, 1948.

A 28-year-old waitress told police a taxi-driver taking her from her work in the 2500 block of East Washington Street to her home in the 1700 block of East Washington Street tried to attack her in the back seat of the cab.

He struck her once, she said, before she opened the door of the cab and ran.

Also from the Star:

Two civil suits asking \$35,000 damages from Red Cab, Inc., as the result of a fatal accident here in June, 1945, were dismissed in Federal Court yesterday after private settlements.

The suits were brought by Mrs. Anna L. Fields, Cleveland, O., mother of Stanley E. Fields, who was killed in the accident, and by Laurie V. Hackola, Painesville, O., who claimed permanent injuries from the accident.

Attorneys refused to reveal the amount of the settlements. The suits charged that Lewis F. Davis, taxicab driver, was in collision with another car after running a stop light at 16th Street and Central Avenue. Both Fields and Hackola were passengers in Davis' cab.

Davis was given a 90-day sentence and fined \$50 last May on a reckless driving charge arising out of the accident.

Sound Truck Blasts Enemies of Labor



This sound truck, which was used recently, by an AFL political committee to urge voters of Indianapolis to register, will be on the streets again calling all members of organized labor to vote in the May 4 Primaries to "defeat your enemies and nominate your friends" for the General Election in November. Shown are two of the operators, Ted Williams, business representative of Firemen and Oilers Local 131 (left) and George Freije, business representative of Bakery Workers Local 372 (right). In the middle is C. E. Davis, president of Teamsters Local 188.

PRIMARY ELECTION MAY 4

Vote to Nominate Any Candidates You Believe Can Defeat Your Enemies